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AGENTS.

Some May Come

AND

Some May Go

BUT

We Go On Forever

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Wall Papers.

Lewers & Cooke,
LIMITED.

NOTICE.

Intending Passengers by the
Steamer Sonoma,

Leaving Honolulu for San Francisco on December 10th, are hereby notified that the above mentioned steamer will be given quickest possible dispatch, and will not remain at this port more than six hours, day or night.

Tickets for the above sailing must be purchased at the office of the undersigned not later than Monday, December 9th. The Company will not guarantee to receive baggage after the arrival of the steamer, nor to arrange transportation after the above date.

Wm. G. Irwin & Co., Ltd.
Gen. Agts. Oceanic S. S. Co.

WILDER'S STEAMSHIP
COMPANY.

NOTICE TO SHIPPERS.

SHIPPERS ARE NOTIFIED THAT a new freight schedule will go into effect on and after December 1, 1901.

Information in regard to changes in rates can be obtained at the office of the company, corner Fort and Queen streets, Honolulu.

C. L. WIGHT,
President

TAKE A TRIP
TO THE

U. S. S. WISCONSIN

AT ANCHOR OFF
THE HARBOR.

SPEEDY LAUNCHES

Will leave the boat landing on Queen street every afternoon after 12:30 o'clock, every half hour.

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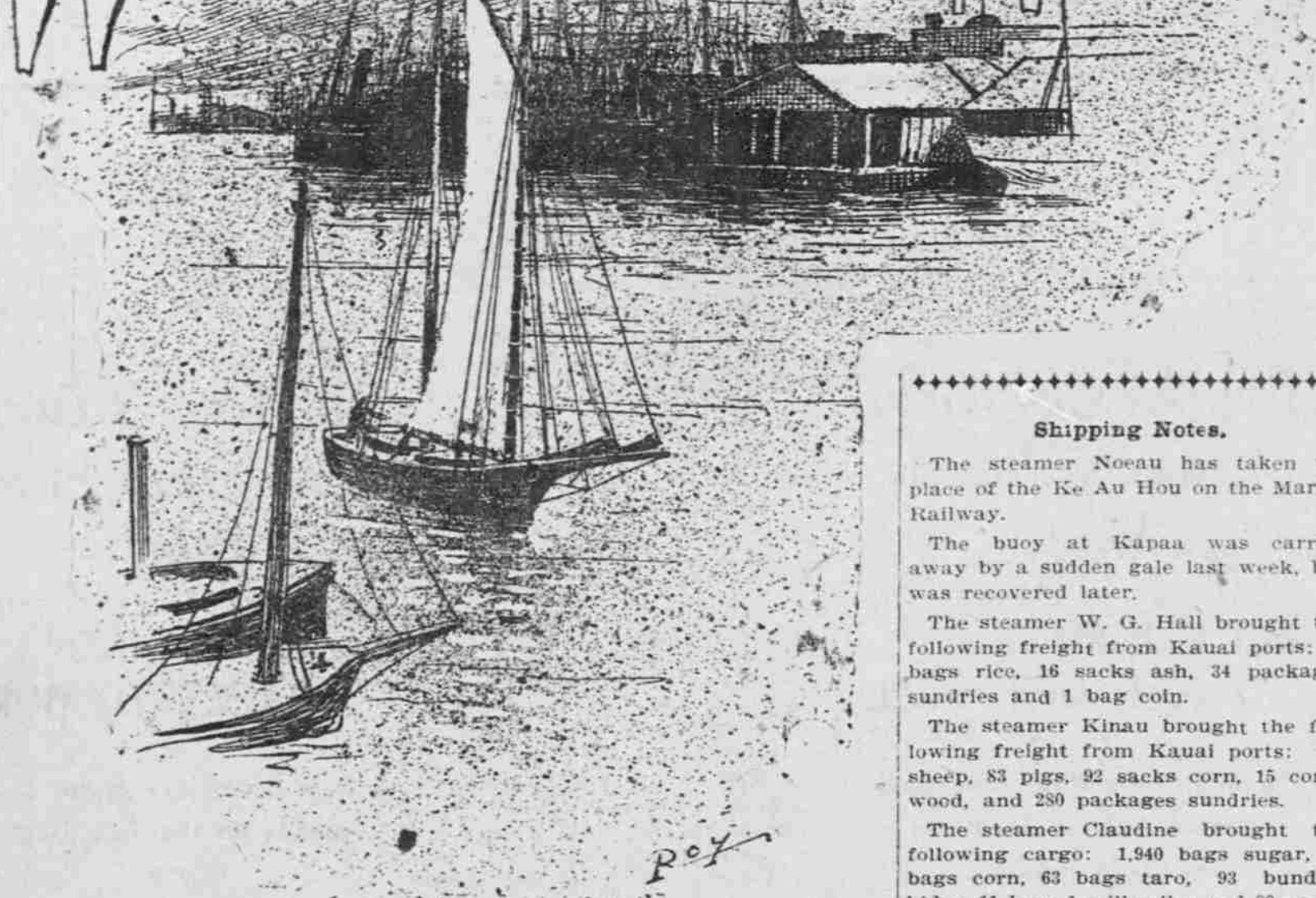
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Hawaii Ship Co.

THE PIONEER JAPANESE PRINTING office. The publisher of Hawaii Ship Co., the only daily Japanese paper published in the Territory of Hawaii.
C. SHIOZAWA, Proprietor.
Y. SOGA, Editor.
Telephone Main 97.
Editorial and Printing Office—Maunakea St., above King. P. O. Box 567.

WATERFRONT NEWS



Shipping Notes.

The steamer Noeau has taken the place of the Ke Au Hou on the Marine Railway.

The buoy at Kapaa was carried away by a sudden gale last week, but was recovered later.

The steamer W. G. Hall brought the following freight from Kauai ports: 30 bags rice, 16 sacks ash, 34 packages sundries and 1 bag coin.

The steamer Kinai brought the following freight from Kauai ports: 427 sheep, 83 pigs, 92 sacks corn, 15 cords wood, and 280 packages sundries.

The steamer Claudine brought the following cargo: 1,940 bags sugar, 59 bags corn, 63 bags taro, 93 bundles hides, 11 logs, 1 mill roller and 88 packages sundries.

Mr. E. Rice has taken the place of Mr. Kay as second officer of the Tampico. Rice came to this port in the Oregonian, and has since been serving in the Kauai and Mauna Loa.

Purser A. R. Ferguson, of the W. G. Hall, reports the following sugar left in Kauai ports, ready for shipment: K. S. M., 3,000; W., 1,200; McB., 4,285; P., 6,500, making a total of 15,225 bags.

As no reporter was permitted on board the battleship Wisconsin to enquire why a quarantine had been raised against visitors, the conjecture is that the vessel is again visited by measles.

Purser Ferguson, of the steamer W. G. Hall, which arrived from Kauai ports yesterday morning, reports as follows: Niihau discharging coal at Anahola; will load Lihue sugar, and will probably leave for Honolulu Tuesday evening. The steamer Mikahala was discharging at Waimalea. Good weather on Kauai, with showers. Smooth seas and light, variable winds.

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We still have a few fine Cockerels for sale. WILLAMAT RANCH, Wahiawa, Oahu.

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W. E. SHARP.
Expert Piano Tuner.

Office, Thrums' Bookstore.
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been done to her. It was found that several foretopstays and jumper stays had parted, and some of the top gear had been disarranged.

The Redfield brings a cargo of 605,000 feet of lumber, of which the greater part is on deck.

The Luzon had the same kind of weather as that which the Redfield experienced, but with the exception of the sighting of some whales, nothing of not happened during the trip. The Luzon has a cargo of over 800,000 feet of lumber.

Quick Sailing Passages

The arrival of the Muskoka, the winner of the race which is reported to have taken place from Portland, Ore., to the United Kingdom recently, serves to remind us that the days of quick sailing are not yet ended, says the London Shipping World. In the friendly test of skill which has just been concluded, the competitors were the North German Lloyd's cadet training ship, the H. S. Charlotte, the Glasgow ship Marion Light and the Glasgow ship Ardencraig. The winner, under the command of Captain Crowe, made the run from Portland to Queenstown in 101 days 20 hours. Satisfactory as this latest sailing record is, it pales before the doings of some of the old-time "cracks," many of which also performed their speedy voyages with almost clocklike regularity. The Donald McKay, the celebrated "Black Ball" liner, was not only the longest clipper in the world, but was also accounted one of the fastest sailers ever built. Upon one occasion she took 1,000 troops from Portsmouth to Mauritius in seventy days, and her average time for six consecutive voyages from Liverpool to Melbourne was eighty-three days, and only once it exceeded eighty-five days.

The details of the famous race between the three China tea clippers in 1866 are too familiar to need mentioning here, but the fact that a speed of over fifteen knots an hour has been made by a sailing ship may not be so well known. The British clipper ship Hurler during the course of one of her voyages home from Melbourne attained this rate of sailing on several days, her best run being 270 knots in 16 1/2 hours. But it was after the 60's, and indeed well on into the 70's, when some of the best sailing records were made. And it is doubtful whether the performance of the Sir Lancelot, when she covered 14,000 miles in eighty-nine days against the prevailing monsoon, has ever been equaled; certainly there are no authentic statements to show that it has been surpassed. The voyage was made in 1869, from Foo-Chow-Poo to London, and her best day's run was 354 statute miles, while crossing the Indian Ocean, the average for one week being 300 miles a day. This was essentially a voyage under adverse conditions. Perhaps the fastest passage between England and China was that made in 1857, when the celebrated American clipper Pride of the Ocean did the run out from the Lizard to Hongkong in sixty-nine days—Marine Record.

Wonders of the Compass.

We are so accustomed to the compass that we forget what a wonderful thing it is and how little we know of it. The greatest scientist today knows scarcely more why the compass acts as it does than did the first man who used it "in the early dusk and dawn of time." We have discovered that a magnetized piece of steel, swung on a pivot, will, as a rule, point in a certain direction. Why it does so is not known for certain, and perhaps never will be, though any number of ingenious and learned theories have been advanced. In some parts of the world the compass points due north, and in others it points to the east or to the west of north. And in some parts it will not act at all. At a place called Kotchetowka, in Russia, Professor Leyst, of Moscow, found that the needle pointed downward, just as it does at the magnetic pole. And yet there is no iron within 600 feet of the surface of the earth at that place. The whole subject of electricity and magnetism is full of miracles and mysteries. It is not so very long ago that the school text books used to start their little chapter on electricity with the calm statement, "electricity is a fluid," and then proceed to tell about Dr. Franklin's experiments with the kite, and of Professor Morse's new discovery, the "magnetic telegraph."—New York Press.

THE American schooner Mary E. Foster arrived in port yesterday at noon, after a passage of twenty-two days from San Francisco. The captain of the Foster complains of the same kind of weather as was reported by the Luzon and Redfield, which arrived in port on Saturday. During the first nine days out from San Francisco light westerly winds and frequent calms were experienced, but on the tenth day the spell was broken by a heavy northeasterly gale. Luckily everything was in readiness to meet the bad weather, and no damage was done. After the gale, eight days of moderate southerly winds kept the vessel from making much headway, until at last, during the final few days out, good northeasterly trades were met which brought the vessel to port. The voyage was uneventful and nothing was sighted with the exception of one sail, which was seen in the distance, when the Foster was off Diamond Head. It was too far distant, however, to enable the Foster to make out the size and rig. There is some speculation indulged in along the waterfront as to whether this should be the ship S. D. Carleton, which is now thirty-five days out from Tacoma.

The Mary E. Foster went up to the Fishmarket wharf, where she will begin discharging her cargo this morning. She carries in her hold a cargo of general merchandise and has a large number of posts and redwood shingles on deck. This is the first trip which the new master of the Foster, Captain Rudbeck, makes as commander of this vessel.

Roanoke to Be Surveyed.

This morning at 8 o'clock a board of surveyors will investigate the hold and the damage done to the keelson and other places of the ship Roanoke. The board will consist of Captain Pond, who will represent the interest of the United States navy; Captain Cameron, who represents the interests of the records of American shipping, and Captain Fuller, who represents the Bureau of Veritas, the French Lloyds. In case the report of the board of surveyors is favorable the Roanoke will keep 1,000 tons of coal in her hold and take it to her original destination, the Mare Island Navy Yard. While she is in San Francisco the necessary repairs of the damage done by the fire will be made.

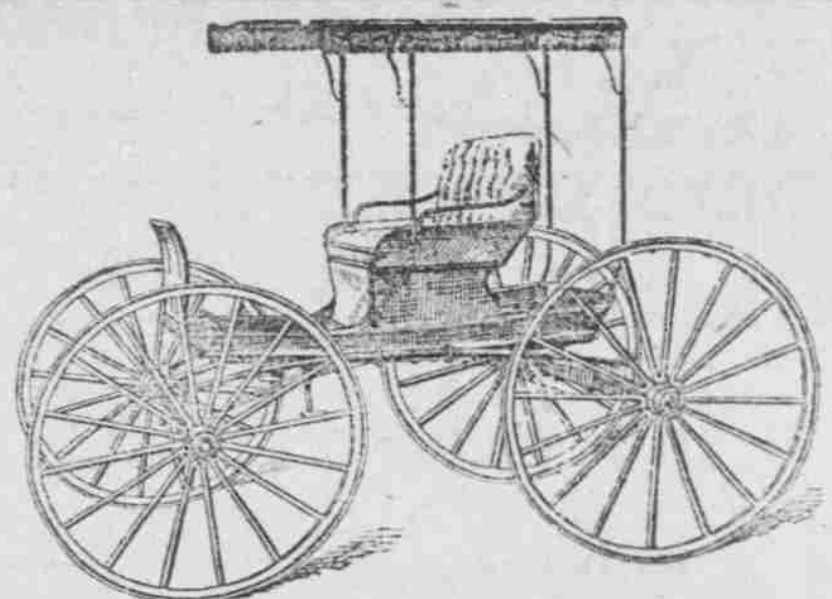
Captain Amesbury, in talking over his last eventful voyage yesterday, told of a carrier pigeon which lighted on the deck of the Roanoke when the vessel was about 200 miles from the Western Islands. The bird remained on the ship for about three days, but was very shy, although it came down on deck where some pigeons were kept in a coop, and took food and water which were placed outside the coop. The bird carried a small parcel fastened to one of its legs, and as it was supposed to be a message, several attempts were made to catch the pigeon, but they were all unsuccessful. Once during the night a sailor climbed up on a spar where the bird was perching and got it in his hand, but the pigeon fluttered so that it managed to escape. Captain Amesbury is hoping that the sail which was reported by the Mary E. Foster, may prove to be the S. D. Carleton, as Captain Amesbury, the master of that vessel, is his brother. The brothers have not met for the last seven years. The Carleton ought to be here at any time, as she is now thirty-five days out from Tacoma.

Schooners Arrive Together.

The schooners F. S. Redfield and Luzon arrived in port from the Sound after voyages of thirty-five days from Port Blakeley and Tacoma, respectively. They left the Sound on the same day, and both met very unsatisfactory weather on their way to this port.

The Redfield had rather an unpleasant experience soon after she started this way. The vessel was nearing the Straits of Fuca during the night, when she collided with another sailing vessel which afterwards proved itself to be the W. G. Irwin. The Irwin received only slight damages, while the Redfield had to be for several hours in order to ascertain exactly what harm had

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